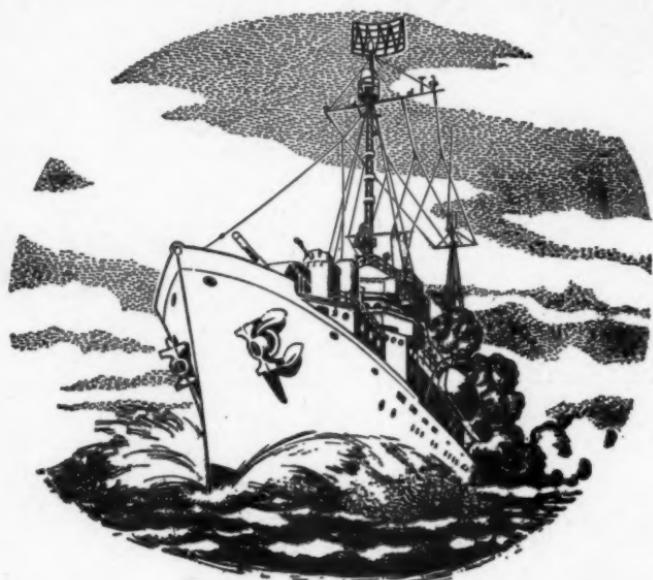


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GENERAL INFORMATION

U. S. COAST GUARD



BULLETIN



APRIL 1952

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U.S. COAST GUARD BULLETIN...



Washington, D. C.—April 1952



70 Saved in Two Ship Rescue

On a day last February when the worst northeaster of the winter was blanketing large parts of the northeast with heavy snowfall and blowing some of the foulest weather seen for years off the New England coast, the Coast Guard as a consequence came up with one of the most spectacular rescue operations in many years.

First indications of trouble came when the Boston District office received an S O S message in the early hours of 18 February from the tanker *Fort Mercer* as she was being buffeted by 50-foot waves and 90-mile-an-hour wind blasts somewhere off Cape Cod's Pollock Rip lightship.

Just after noon of that day and as the C. G. C. *Yakutat* and Navy cargo ship *Short Splice* headed out to the rescue of the big 16,500-ton wartime T-2-type vessel, there was a noise aboard the *Mercer* that "sounded as if she had been rammed" and then she split in two.

In the meantime another tanker, the 10,448-ton *Pendleton*, also carrying fuel oil from Gulf ports to New England and another T-2-type ship, was having heavy weather in her voyage from Baton Rouge to Boston. At 5:50 a. m. of 18 February she split apart, before a radio distress message could be sent out.

C. G. Radar Spots One

The Coast Guard manned Chatham radar station spotted this situation when a target showed up on the screen to become the halves of a ship being washed about in Chatham shoals and drifting

there most of the day. Later a search plane flew low to identify the name *Pendleton* on the wallowing bow section.

Arriving at the bow section of the *Mercer* which was some 6 miles apart from the drifting stern half, the *Yakutat* managed to rescue four seamen by floating a life raft to the hulk. Later another cutter, the *Unimak*, which had been alerted had to sink the bow section by gunfire. By the time the cutters *Eastwind* and *Acushnet* which had been called into the emergency had begun rescue operations directed toward the stern section of the *Fort Mercer* the two halves were 40 miles apart.

At least 20 men were taken off this section by life rafts floated down to it but 13 more elected to stay aboard to ride under tow into Brooklyn as the only section of the two ships to survive.

Both sections of the *Pendleton* held survivors but the nine aboard the bow section which had been cast upon the Pollock Rip Shoal, 5 miles offshore, were lost. Two motor lifeboats under the command of Boatswain Daniel Cluff, from the Chatham and Brant Point lifeboat stations went out to the *Pendleton*'s stern to rescue 32 men before the derelict ran aground on a sandbar Monday night.

A total of only 14 crew members were lost from both ships which carried a total of 84 men.

High Praise for Rescuers

High praise and tribute for superior seamanship and devotion to duty was received by all personnel who participated

in the dramatic rescue operations during the storm.

Acting Secretary of the Treasury, Edward H. Foley commented "Once again members of the United States Coast Guard have proved themselves to be true Samaritans of the sea in the rescue operations off Cape Cod February 18 and 19. Battling high winds and raging seas, officers and men of the First District risked their lives time after time in the efforts to rescue the crews of the two tankers which had been broken in two by the power of the storm. Their courage, skill, and devotion to duty under extremely hazardous conditions were in the highest traditions of the sea."

Joseph Curran, president of the Maritime Union, sent the thanks of his organization in this message to VADM Merlin O'Neill, Commandant:

"It is difficult to express in words our gratitude for the efficient and courageous rescue work performed by the Coast Guard officers and men in the *Fort Mercer* and *Pendleton* tanker disaster off the Massachusetts coast.

"Were it not for the heroic work of the Coast Guard, many more lives would have been lost. The fine work done by the Service is in keeping with its tradition.

"The members of those crews and all our seamen, you may be assured, will never forget the courage and self-sacrifice of the men of the Coast Guard.

"I am sure you will convey our thanks to your men for a job well done."

The Commandant received this message of commendation jointly issued by the Jersey Standard Tanker Officers Association, Socony Vacuum Tankers Officers Association, Tidewater Officers Association, the Texas Tanker Officers Association, Deepwater Officers Association, Esso Staff Officers Association, Esso Radio Officers Association, Texas Radio Officers Association, Tanker Supervisors Association, Esso Tankers Men's Association, Socony Vacuum Tankers Men's Association, and Tidewater Tanker Men's Association:

"On behalf of the officers and men who

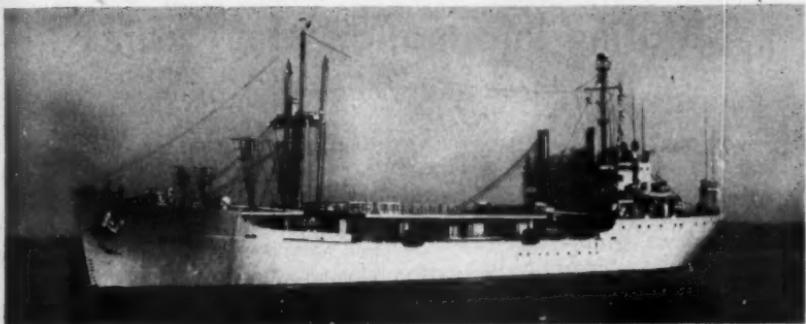
are members of these independent tanker associations and who go to sea on tankers, may we express our gratitude to, and tell you how extremely proud we are of the officers and enlisted men of the Coast Guard, who manned the cutters in the doing of such a magnificent job in what appears to have been an almost impossible situation; namely, the rescuing of 70 men from the shattered tankers the S. S. *Fort Mercer* and the S. S. *Pendleton* off the Coast of Cape Cod. It is indeed comforting to know that in times of danger, seamen can be sure that the rescue service of the United States Coast Guard, living up to its motto 'Semper Paratus' will be at the scene of any disaster as soon as God and man permits. Will you kindly convey our thoughts to the members of the Coast Guard in the Boston District."

VADM O'Neill Praises Men

To his own men, VADM O'Neill sent the following dispatch:

"To all hands who took part in the rescue operations off Cape Cod 18 and 19 February, I send my sincere compliments. You displayed courage, skill, and seamanship in the highest degree. All personnel of several Coast Guard surface and aircraft shared the danger, but personnel of the C. G. C. *Acushnet* and the Brant Point and Chatham life-boat stations deserve special praise for your resourcefulness and daring. My admiration goes to each of you alike for this most recent display of teamwork and devotion to duty. The entire Coast Guard is proud of you."

On the floor of the House of Representatives in Washington on 26 February, Representative Thomas J. Lane of Massachusetts told the House that "heroism is a part of the day's work" for all Coast Guardsmen and they too often fail to get full credit which is due them. "When a radio call for help goes out from a vessel in distress the crew members hope that the Coast Guard will get there first," he said. "The high morale and expert skill of the men in this service can be depended upon when all else fails."



WHEN THE NEW C. G. C. COURIER VISITED WASHINGTON early last month, President Harry S. Truman went aboard together with Secretary of State Dean Acheson, Secretary of Treasury John W. Snyder and other notables to dedicate the Voice of America relay ship to the cause of truth in the struggle for men's mind. Top picture shows the C. G. C. *Courier* proceeding up the Potomac River for Washington. Clearly shown here are several inverted pyramid antennas that will short wave Voice programs in a thousand mile range.

In the picture below inspecting the transmitting room are (left to right) Dr. Wilson Compton, International Information Administrator for the State Department; President Truman; CAPT Oscar C. Wev, CO of the *Courier* and Jean Seymour, VOA project officer.

Voting Information of 5 States The How and When of Voting

Since 1952 is a major election year by which a President, Vice President, 34 Senators, 435 Representatives, and 31 Governors will be elected by the voters of the country, there is widespread interest in voting. Not all election dates and voting requirements are uniform in the 48 States.

A summary on voting requirements of States having voting dates soon after the publication of this issue of the BULLETIN is given here for information of all Coast Guardsmen.

Those States having such dates are Massachusetts, Maryland, Ohio, West Virginia, Oregon, and Florida. Information concerning other States will appear in later issues of the BULLETIN.

Every command of the service will disseminate through a voting officer all election information including dates, qualifications, and methods of obtaining ballots and voting in compliance with Personnel Circular 16-51 and 8-52. The Commandant has had sent to all units copies of a pamphlet 1952 Voting Information and NAVPERS Voting Information poster. Inasmuch as several States have advised that USWBC Form 1 will no longer be accepted, all remaining stocks should be destroyed and an adequate supply of Standard Form 76 be maintained.

All Coast Guard personnel who are absent from their place of official residence may vote by mail in accordance with local election laws if they obtain the Federal Post Card Application, form 76, from the voting office or the ship or unit at which they are stationed. When properly filled out the card should be sent to the address mentioned in the voting regulations of the State. Generally this is to be the election district of the voter's residence.

MARYLAND

Election dates—Primary election of 5 May to nominate persons for President, Vice

President, one United States Senator, and Representatives of United States Congress.

General election of 4 November to elect persons nominated by primary election of 5 May plus presidential electors.

Qualification for voting.—To vote a person must be: (1) At least 21 years of age on date of election; (2) a resident of the State of Maryland for a period of 1 year and a resident of either the legislative district of the City of Baltimore or the county of residence for a period of at least 6 months; (3) a registered voter, except those persons named in paragraph C2.

Registration.—Registration is permanent unless a person has failed to vote at least once every 5 years but unregistered members of the armed forces, certain merchant marine personnel, and certain civilians become registered automatically when their Federal post card applications for ballots have been accepted by the Secretary of State, at Annapolis, Md. Thus the first application for a ballot serves as an application for registration as well as a request for a ballot for the next scheduled election (general).

Obtaining ballot and voting.—Servicemen may make application for absentee ballot by mailing properly executed Federal post card to the Secretary of State of Maryland, Annapolis, who will accept them as early as 55 days before date of election. Marked ballots must be received by the secretary of state in sufficient time to be delivered to the supervisor of elections at voter's precinct not later than closing of polls on election day.

OHIO

Election dates—Primary election of 6 May to nominate persons as presidential electors, one United States Senator, Representatives to United States Congress, Governor, Lieutenant Governor, secretary of



THE BUOY TENDER WHITE PINE PLAYED HOST TO VADM Merlin O'Neill, Commandant, USCG, when he made an inspection of the vessel during his attendance at the Annual Auxiliary National Conference held in Memphis recently. Ferman L. Buckallow, ENC, second from the left explains the entries of the engine room log books to VADM O'Neill and CAPT C. W. Thomas, commander, Second District while Charles W. Day, BMC, and CO of ship looks on.

State, treasurer of State, auditor of State, attorney general, members of general assembly, county commissioners, prosecuting attorney, clerk of courts, sheriff, county recorder, county treasurer, county engineer, coroner and common pleas judge (in some counties), and delegates to Democratic and Republican conventions.

General election of 4 November to fill those offices listed for the primary by electing nominees, except convention delegates. The question: "Shall a constitutional convention be held to revise, alter, or amend the Constitution?" shall also be voted upon.

Qualifications for voting.—In order to vote a person must be: (1) At least 21 years of age on date of election; (2) must be

a citizen of the United States having resided in the State of Ohio for a period of 1 year, in the county for 40 days and in the precinct for 40 days.

Registration.—Registration, in places where required, is permanent unless a person has failed to vote in at least one election every two calendar years but members of the armed forces may vote in any election without being registered. All other persons are required to be registered before voting in certain counties and all larger cities.

Obtaining ballots and voting.—Servicemen may make application for absentee ballots by mailing a completely filled in Federal post card application to the clerk of the county board of elections, county of residence. Such application will be

accepted at any time now and ballots will be mailed to voter as early as 60 days before any election. Marked ballots must be received by election officials not later than 1200 on election day.

WEST VIRGINIA

Election dates—**Primary election** of 13 May to nominate one United States Senator, Representatives to United States Congress, Governor, attorney general, secretary of State, State auditor, State treasurer, State supreme court of appeals, judges, State superintendent of free schools, commissioner of agriculture, State senators, members of House of Delegates, members of State and county executive committee of political party, members of congressional, senatorial, or judicial committee of political party, and certain county officials. Officers to be elected are delegates and alternates to the Republican and Democratic national conventions.

General election of 4 November to elect person nominated in the primary election of 13 May plus presidential electors.

Qualifications for voting.—In order to vote, a person must be: (1) At least 21 years of age on date of election; (2) a United States citizen having resided in the State for a period of 1 year, in the county of residence for 60 days; (3) a registered voter, if a civilian.

Registration.—Registration is permanent unless a voter has failed to cast a ballot at least once during a period covered by two primary elections and two general elections or if a voter changes his West Virginia residence without requesting a transfer of his registration. All qualified persons may apply for registration by absentee process by requesting a temporary registration form from the clerk of the county court, county of residence. Such requests should be made at least 90 days in advance of the election in which a person desires to vote. Upon receipt of the temporary registration form, the applicant executes and returns it in sufficient time so as to be received by appropriate official not later than the

thirtieth day immediately preceding any election.

Obtaining ballots and voting.—All qualified persons who are absent from the State may vote by absentee process in primary and general elections. Members of the service may apply for ballot application form by mailing a properly executed Federal post card application. When the ballot form is received it should be filled in according to accompanying instructions and returned to the county clerk. County clerks will accept these forms at any time up to 10 days before any election. Election officials will mail ballots to voters as early as 70 days before any election but marked ballots must be received not later than the day before election day.

OREGON

Election dates—**Primary election** of 16 May to elect national committeemen and delegates to the Republican and Democratic conventions, and to nominate President and Vice President (preferential vote), presidential electors, representatives to United States Congress, one supreme court judge, circuit court judges, secretary of state, State treasurer, attorney general, State senators and representatives, district attorneys, and certain county and city officials.

General election of 4 November will elect persons nominated in primary election of 16 May plus referendum questions on certain public issues which require voting upon.

Qualification for voting.—To vote a person must be: (1) At least 21 years of age on date of election; (2) be a United States citizen having resided in Oregon for a period of 6 months; (3) able to read and write the English language and (4) must be a registered voter, except members of the service.

Registration.—Registration is permanent, unless a voter has failed to cast a ballot in at least one election during the 2-year period of 1950-51. Members of the service are registered automatically when



"ANGELING" A BROADWAY SHOW THAT RECIPROCATES is something of an accomplishment. But that's what Coast Guard Journalist Don Herbert has done in the case of the Broadway musical, "Pal Joey," another Rodgers-Hart-O'Hara success. Herbert already has two plays to his own credit, the first published while he was a drama undergraduate at Penn State College. Now stationed in the Third District, Herbert here studies a program with the ingenue lead, Pat Northrop.

Federal post card application for ballot has been accepted by registration official. Thus application for ballot and registration is accomplished simultaneously.

Obtaining ballots and voting.—All registered voters who are absent from their voting districts on election day may vote by absentee process. Members of the armed forces should mail Federal post card application in sufficient time so as to reach the county clerk, county of residence, at any time during the 60-day period immediately preceding any election. (By mailing one application, members of the armed forces not only become registered but also receive ballot.) Ballots will be

mailed to voter by State not earlier than 60 days nor less than 10 days before an election. Marked ballots must be returned in time to reach proper officials not later than 5 days prior to election day.

FLORIDA

Election dates.—First primary election of 6 May to nominate one United States Senator, Representatives to United States Congress, State supreme court justices, Governor, secretary of State, commissioner of agriculture, superintendent of public instruction, State comptroller, State treasurer, attorney general, circuit

court judges, State attorneys, railroad and public utilities commissioner, members of the State legislature and delegates to the Republican and Democratic conventions.

Second or run-off primary election to make nominations in those cases where nominations were not made in the primary election of 6 May.

General election of 4 November will elect those persons nominated in two primaries plus presidential electors. Certain proposed amendments to the State constitution will also be voted on in the general election.

Qualifications for voting.—To vote a person must be: (1) At least 21 years of age on date of election; (2) be a United States citizen having resided in the State for at least 1 year and in the county of residence for a period of 6 months; (3) must be a registered voter.

Registration.—Registration is permanent in some Florida counties; in others it is not. Permanency of registration is determined solely by the county commissioners of each county. Members of the armed forces and Federal employees who are absent from their voting precincts at times when re-registration is ordered may be permitted to vote, provided that they still possess the same voting requirements established for the last registration. Those unregistered members of the service who have reached the age of 21 while serving in the armed forces may apply for registration by writing a letter to the supervisor of registration at their Florida voting precinct. Such applications must include documentary evidence of military service prior to attaining age of 21 and a request for an affidavit of registration form. It is recommended that evidence of military service be obtained from commanding officers or personnel officer with such officer's certification appearing thereon. When the applicant receives the form from the State, he completes it according to instructions and returns it to the same supervisor of registration. After completed form has been

accepted the supervisor of registration, the voters name will be entered in the registration records.

Obtaining ballot and voting.—Any qualified voter who will be absent from his voting precinct on election day may vote by absentee ballot and a person desiring to vote must submit a letter requesting an application for absentee ballot (Florida application form) to the supervisor of registration in county where registered. Requests from voters will be accepted at any time during the 45-day period prior to election day. Upon receipt of such request the supervisor of registration will forward application for absentee ballot as well as ballot itself and accompanying instructions. Ballot together with application form must reach proper officials not later than 5 p. m. on day before election day.

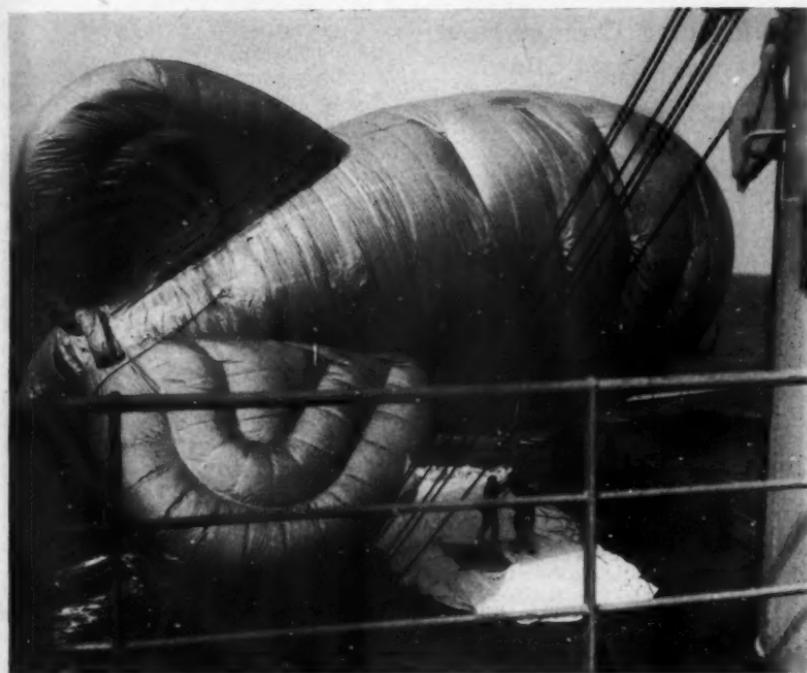
Disability Provisions May Be Part of GI Insurance

Many Coast Guard personnel are unaware of the total-disability provision of NSLI or USGLI insurance policies or, if aware of such a provision, have not acted to have it part of their policies.

This provision provides a monthly income of \$5 per \$1,000 of NSLI insurance or \$5.75 per each \$1,000 USGLI insurance, in the event of total disability. An extra premium must be paid, however, to be eligible for this benefit.

Should a term policy holder who wishes to waive or has acted to waive his insurance premiums under the Servicemen's Indemnity and Insurance Act of 1951 desire to retain the total disability provision he does so by continuing to pay the special total disability premium. Holders of permanent plan policies who have elected or will elect to waive the "pure insurance risk" portion of their premiums may continue the total disability provision in force by continuing the special together with their regular premium.

If a person has surrendered his policies for cash then the total disability provi-



WITH ANTENNA WIRE ATTACHED, the captive balloon is rigged to carry aloft the antenna of the complex transmitting apparatus of the C. G. C. *Courier*, Voice of America ship, shown here as she was undergoing shakedown tests in the Chesapeake Bay waters. The antenna wire has been attached, and the balloon is ready for release. It will be controlled by guy lines until the superstructure is cleared. Measuring 69 by 35 feet in size and holding 150,000 cubic feet of helium, the balloon is held by means of a winch-operated line through the hatch opening seen in the center of the flight or balloon deck. The balloon is made of specially processed rubber.

sion may not be continued. It may be reinstated, however, at the original premium rate and without medical examination when he reinstates his basic policy. This, of course, may be done at time of retirement or separation or within 120 days thereafter. Servicemen who have not yet owned the total disability provision and wish to do so may have it added to their policy if they meet the medical requirements.

Application for forms requesting the total-disability provision of a policy should be made to a unit's pay clerk when one is assigned or to the executive

officer. Form numbers are: For NSLI, VA 9-1606 and USGLI, VA 9-866.

The Commandant has announced that rating badges for the rates of Port Security patrolman and explosive loading inspector have been received at the supply centers and are now available for issue. The stock of rating badges will be maintained at the supply centers until sufficient demand exists at supply depots and the District Clothing Locker, Long Beach, Calif.

Hon. John S. Graham Now Supervises Coast Guard



Hon. John S. Graham

By Treasury Department Order No. 148, the Secretary of the Treasury John H. Snyder on 31 January assigned supervision of the Coast Guard to Hon. John S. Graham, assistant secretary of the Treasury. The Commandant of the Coast Guard will still report to the Secretary of the Treasury as heretofore but now through Assistant Secretary Graham. Heretofore, he has reported through Under Secretary Edward H. Foley.

Mr. Graham was appointed Assistant Secretary of the Treasury by President Truman on 15 July 1948. He was born in Reding, Mass., on 4 August 1905. Shortly after his family moved to Winston-Salem, N. C., from Savannah, Ga. His father, the late Joseph L. Graham, was traffic manager for and a director of the R. J. Reynolds Tobacco Co. Mr. Graham's mother is also deceased. He received his early education in the public schools of Winston-Salem and graduated from the University of North Carolina in 1927. Thereafter he worked for a tobacco manufacturing company until 1931 when he resigned to enter Harvard Law School. Mr. Graham completed his

legal education at the University of Virginia in 1934.

He was admitted to the North Carolina bar in 1935 and practiced in Winston-Salem specializing in tax law until 1942 when he was called to active duty as a lieutenant in the Naval Reserve. He was released to inactive duty as a Commander, USNR in 1946, and came to the Treasury as executive assistant to the late Under Secretary O. Max Gardner. Mr. Graham occupied the same position with Mr. Gardner's successor A. L. M. Wiggins, until the latter's resignation in July 1948.

Mr. Graham was married in 1935 to Miss Elizabeth Breckinridge of Washington, D. C. Mr. and Mrs. Graham have three daughters.

RADM Russell E. Wood To Be CO of Fifth District

RADM Russell E. Wood, Deputy Chief of Staff, at Headquarters will assume command of the Fifth Coast Guard District, Norfolk on 1 July. He will relieve CAPT Lee H. Baker, whose transfer to the Coast Guard Academy as executive officer was announced earlier.

ADM Wood will return to familiar territory having served at Norfolk as Chief of staff in 1949-50, before coming to Headquarters.

In other assignment changes CAPT W. B. Schiebel has been transferred to the San Diego Air Station to assume command there and relieve CAPT Donald B. MacDiarmid who goes to the Elizabeth City Air Station as Commanding Officer. CAPT Schiebel's previous duty as Executive Assistant to Head, Search and Rescue agency at Headquarters has been filled by CAPT Arthur J. Hesford.

CAPT Chester L. Harding is ordered from the Academy Merchant Marine Inspection Indoctrination School to the office of Merchant Marine Safety at Headquarters.

In the Twelfth District CAPT John N. Heiner has been transferred to duty as Northern Inspector, Cleveland.



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NATIONAL AND LOCAL MATTERS OF AUXILIARY INTEREST are being discussed here by district auxiliary directors and commodores at the national conference held recently in Memphis. The officers are left row, front to rear: John C. Uzee, Commodore, Eighth District; Francis D. Courtney, Commodore, Fifth District, Washington, D. C.; CDR G. W. Holtzman, Director, Seventh District; O. A. Gane Capt. Division 5 West Palm Beach; F. T. Youngs, Jr., Commodore Seventh District; LCDR Albert Frost, Director, Third District; Arthur A. Johnson, Commodore, Third District;

Left table, right side, front to rear: LT Edward P. Sawyer; Director, Eighth District; CDR Clarence M. Speight, Director, Fifth District; Edward F. Franke, Commodore, Eleventh District; LT Richard E. Thomas, Director, Eleventh District; CDR Edgerton B. Sawtelle, Director, First District; Frank Trachtenberg, Commodore, First District;

Right table, left side, front to rear: LCDR J. F. Hettrich, Director, Twelfth District; LT A. N. Drake, Director, Second District; J. J. Sader, Past Commodore, Third (SA) District; A. S. Bauer, Commodore, Third (SA) District; LCDR R. T. Leary, Director, Fourteenth District;

Right Table, right side, front to rear: L. G. Droppelman, Commodore, Second District; S. E. Heller, D. T. O. Ninth CGDA; Harry M. MacFarlane, V. Commodore, Area H. Ninth District; LCDR R. T. Coughlin, Asst. Director, Ninth District; Robert R. Larocca, Commodore, Twelfth District; Andrew M. Laslovick, Commodore Thirteenth District; LCDR M. L. Skaret, Director, Thirteenth District;

Rear row, standing, left to right: National Commodore, Bert C. Pouncey; CAPT Nathaniel Fulford, Director of Auxiliary, Headquarters; LCDR Anthony Caliendo, assistant chief and A. Caimi, YN1, United States Coast Guard recorder Second District.

Register a Bond Allotment Now.
There's Safety in Defense Bonds.

Two CG Officers Are Reappointed to the NACA

Two of the Coast Guard's most experienced fliers have been reappointed members of technical subcommittees of the National Advisory Committee for Aeronautics for 1952. They are CAPT Frank A. Erickson, Committee on Helicopters, and CAPT Donald B. MacDiarmid, subcommittee on seaplanes.



CAPT Frank A. Erickson and CAPT Donald B. MacDiarmid, USCG

In making the announcement, Dr. J. C. Hunsaker, NACA chairman, noted that the 400 aeronautical leaders so honored would be of "material assistance" in formulating NACA research programs to provide information required for the design of superior aircraft and missiles. Members of the subcommittee serve in a personal and professional capacity without compensation. They meet regularly to consider problems related to assigned technical areas, to review research in progress.

CAPT Erickson was the first officer of the service to qualify as a helicopter pilot and is best known for his work with rotary wing aircraft. In 1944 he made the first life-saving flight by helicopter, and in 1945 was commended for the development of the rescue hoist and other life-saving equipment for helicopters. He is also credited with development of automatic flight controls for helicopters and inflatable pontoons for landing helicopters on water.

CAPT Erickson's developments are being used in Korea in the evacuation of wounded and transport of men and sup-

plies, and by the Coast Guard in its search and rescue mission. He received the Air Medal for his part in the rescue of survivors of the Belgian airliner which crashed near Gander, Newfoundland, in 1946. His present assignment is special assistant in the Aviation Division at Headquarters.

CAPT MacDiarmid, now CO of the Air Station at San Diego, is a recognized authority on seaplanes and the landing of aircraft at sea. He received the Distinguished Flying Cross for demonstrating "heroism and extraordinary achievement" in rough-water test landing in 1946 and 1947. Some of the landings were made in seas as high as 18 feet and in winds up to 23 knots. Motion pictures and records of the study were made into a training film for the Navy. He commanded the first Coast Guard squadron overseas in 1943-44 and received the Air Medal for dangerous flights in the Newfoundland-Labrador-Greenland area. He also pioneered the use of JATO in seaplanes.

Fireman Is Latest Institute Course Revised

Fireman (2d Ed.) is the latest course to be revised in the Institute's continuing revision program and is available for issue. Offering excellent preparation for advancement to the rating of FN, the following lessons comprise the course: (1-2) Use of tools; (3) use of blueprints; (4) introduction to fire-room and engine-room; (5) boilers, main engines, and auxiliary equipment; (6) internal-combustion engines; damage control, and fire fighting, and (7) safety precautions.

Another Coast Guard Institute course, Chief Radioman, is now available for issue. Based upon the requirements for advancement in rating as contained in Chapter 6, Personnel Manual, it offers sound preparation for advancement to the rating of RMC.

The nine lessons which comprise the course are: (1) Communication Instructions; (2) Communication Instructions; (3) Communication Instructions; (4) Security Communications—Forms; (5)

Accounting and Abstracting of Commercial Traffic; (6) Direct Current Problems; (7) Vacuum Tubes; (8) Alternating Current Problems, and (9) Schematic Wiring Diagrams.

Already 19 courses have been revised by the Institute within the past 2 years and are ready for issue. These are: BM1; GM1; SO2, SO1; RD2; GM2; FC2; ET3; RM1; YN2; SK3; CS3; AD1; AM1, AMC; PR1, PRC; EMC; and HM1. Others being revised but as yet not ready for issue are: BM3, BM2; QM3, QM2; SO3, SOC; RD3; GM3; FC3; RM3, RM2, RMC; SK2; AD3, AD2, ADC; AM3, AM2; PR3, PR2; MM3, MM2, MM1; BT3, BT2, BT1; EN3, EN2, EN1, ENC; EM3, EM2, EM1; DC3, DC2, DC1; HN; HM3, HM2, HMC; TN; SD3; Celestial Navigation and Operational Communications.

Coast Guard personnel interested in studying these courses should make application through the training officer of offices selected for such as a collateral duty.

Commandant Announces New WO Selection Method

A new selection method has been adopted by the Coast Guard to choose future warrant officers. Detailed information concerning the new method is contained in Personnel Circulars 10-52 and 11-52.

Heretofore commanding officers usually recommended men by a letter form. Henceforth every qualified chief and petty officer will be given an equal chance for warrant officer promotion by use of a new form especially designed for that purpose. A Headquarters selection board will use a point score system to determine each man's qualifications. Following selection from the new applications the current warrant officer's eligibility lists will be abolished.

Chiefs and E-6s whose names are on current lists for advance to chief petty officer can apply for warrant officer consideration if they wish.

Because of a shortage of warrant officers in the boatswain, machinist and pay

clerk grades, applications from chiefs and first class ratings in these groups will be given immediate consideration.

The new application form CG-3288 is being distributed to all district offices and independent units. However, form NAVPERS 310, Report on the Fitness of Officers, must also be submitted at time of application.

Nine Coast Guardsmen Hope for the Olympics

Nine Coast Guardsmen are now undergoing intensive training in several places in the country anticipating their eventual participation in the 1952 Olympic games to be held at Helsinki, Finland, 19 July to 3 August. However, all must qualify in elimination contests before knowing they are on their way to the big event.

In the track and field events there are four entrants, Donald M. Davis, Jr., SA; Howard S. Bugbee, SN; Floyd L. Blackwell, FN, and ENS Anthony J. Bonnano. Davis is a quarter-miler who is now working with Navy Olympic trainees at Annapolis, where he will be until 1 May. Then he goes to Los Alamos for a month of training together with other Olympic hopefuls. Later in June he will enter elimination contests at the Armed Forces Track and Field Meet at Berkeley, California. While at San Jose State College, Davis took two awards in his event. Bugbee is a sprinter and now attached to the Commander, Eleventh District Office, to work out at the University of Southern California. He, too, will go to Los Alamos in May. Blackwell is a high jumper and is attached to the training station at Alameda where he will train until 1 May before going to Los Alamos. Ensign Bonnano is at Cape May where he is training for the 10,000-meter run. He ran this event while attending City College of New York. James G. Lauf, SA, a cyclist, and one of the best in the country, is now attached to Cape May Receiving Center. In June he will take part in the Olympic spring cyclist try-outs probably to be held in Buffalo.

Three swimmers will try for the Helsinki games. They are Harry A. Bisbee, SN; Robert E. Hughes, SN; and Ernest G. Williams, SN. All are attached to the Commander of the Eleventh District and work out at El Segundo Swim Club in Los Angeles. Bisbee was a member of the United States water polo team when it competed at the Pan American games at Buenos Aires in 1951. Hughes also played polo at this event. He is a one-time holder of the American Junior College record for the 100-yard breast stroke.

George Wikler, SN, of Cape May Receiving Center, is a gymnast and flying performer. He took part in recent national A. A. U. gymnastic competitions.

CG Wives Club Publishes "Guide to CG Stations"

The Coast Guard Wives club has published a 116-page booklet, *A Guide to Coast Guard Stations*, which highlights interesting facts about stations from the continental United States to the Philippines.

The major stations in each Coast Guard district are described first then the reader is presented with those ranging from Argentia to the West Indies. From there the ones of the Pacific and Alaska, Hawaii, Guam, and the Philippines are presented in that order. Following informative notes on the Public Health Service and the Coast Guard League is the final chapter, "Good to know," which provides much help by guiding service wives in travel and emergency.

Costing only 35 cents a copy, the attractive booklet is in a second printing of 2,000 copies and may be obtained by addressing a request and payment to Mrs. J. C. Wendland, 6683 Thirty-second Street NW, Washington, D. C.

Lightship Sees Premiere

Using specially installed 16-mm. equipment, the Twentieth Century-Fox motion-picture-producing company, showed the world premiere of its new picture, "Dead-

line—U. S. A." last month to the crew of the Scotland Lightship, which stands guard off Sandy Hook.

Nighttime 'Copter Rescue; Is This Another First?

In what is believed to be the first nighttime rescue of its type on the west coast, Chief Aviation Machinist's Mate Donald A. Nystrom flying a Coast Guard helicopter pulled two brothers from possible drowning off the Lower California coast recently.

The brothers, Ralph and John Sammons, were fishing from a rock 200 yards off shore about 33 miles south of San Diego when the rapidly rising tide cut them off from the mainland. Other fishermen, noticing their plight, notified the Coast Guard.

When Chief Nystrom took off from the San Diego Air Station in answer to the call it was still daylight, but darkness had fallen by the time he reached the trapped fishermen, and the water was rising above their knees.

Illuminating the scene with his landing lights, Nystrom hovered over the two brothers and lowered a harness. After several attempts, he was able to hold the helicopter in position until both men were pulled aboard.

WDE Availability Dates Are Now Announced

Escort vessels which the Coast Guard has obtained from the Navy for ocean station and overseas S & R duty now undergoing reactivation at the Naval Station, Green Cove Springs, Fla., are scheduled for availability and conversion at the Naval Shipyards, Philadelphia, as follows:

Ramsden (WDE-482) 4/15 to 7/15.
Richey (WDE-485) 4/15 to 7/15.
Vance (WDE-487) 6/1 to 8/1.
Durant (WDE-489) 6/1 to 8/1.
Lansing (WDE-488) 8/1 to 11/1.
Chambers (WDE-491) 8/1 to 11/1.

CAPT G. W. Dick Elected President Boston Chapter

CAPT G. W. Dick, CO of the *Bibb*, has been elected president of the Boston

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chapter of the Coast Guard Academy Alumni Association while LT A. E. MacGarvey (R), presently assigned to Search and Rescue Division at the Boston District Office was chosen vice president. CDR E. P. Chester, Jr., CO of the *Malagorda*, was elected secretary and LTJG E. H. Leavitt (R), assigned to the COTP office in the district headquarters, was elected treasurer.

New committee members are: Membership—CDR E. P. Chester, Jr. chairman, assisted by CDR E. B. Sawtelle (R), CDR S. T. Bakatel (R), and LT A. G. Jones (R). Luncheon—LCDR A. H. Clark (R), LTJG E. H. Leavitt (R), chairman, LT E. W. Littlefield (R) and ENS L. A. White.

New 75 Foot Pool Opens At Cape May Center

A new training swim pool was opened at the Cape May Receiving Station in late February just 8 months after construction began. Unfortunate delays postponed the beginning of the construction due to difficulty in obtaining reinforcing steel.

Costing \$50,000, the pool measures 75 feet in length and 25 in width, and is covered by a quonset-type structure measuring 100 by 40 feet. The water depth varies from 8 feet at one end to the shallow of 3 feet 3 inches in the other. The shoal water extends to the 36-foot point of the pool where the depth is 4 feet 6 inches; thereafter a sharp decline reaches to the maximum 8 feet.

A 1-meter diving board is at the deep end. Over the filter pit is a 78-seat grandstand.

Of 80,000 gallon capacity, the pool water changes and recirculates at the rate of 300 gallons a minute to make three complete changes in 24 hours.

Plans for aquatic training are now in operation and follow a swimming test during the first week of the schedule. Classes will be divided into beginners and advanced groups with the latter learning abandon-ship drills, entry into the water, surface dives, underwater

swimming, staying afloat by using wearing garments for support, and the rudiments of life saving technique.

The first experimental test revealed that 16 percent of a 100-man company were nonswimmers. Movies on aquatic techniques are scheduled before actual pool instructions commences.

Three instructors, William Parker, BM1; Loreto Sica, SN; and William L. Schramm, SR will take over the training programs as well as the upkeep of the new pool.

WDE Assignments May Be Requested by Some PO's

In regards to the commissioning of six WDE vessels to be used for search and rescue duty at overseas stations, Headquarters has announced that petty officers of appropriate ratings, who desire assignments to these ships should submit their requests for such duty to the Commandant (PE) Personnel Enlisted Division via official channels. The last of these ships is not expected to be commissioned before the end of June.

Requests from nonrated men are not desired. As all requests will be pooled in issuing orders for the manning of the ships, choice of overseas stations need not be indicated.

Virginia Beach LBS Men Rescue Six With DUKW

Though due to high seas it was unable to be maneuvered alongside the sinking 1,110-foot fishing trawler, *Belle Isle*, as she went aground a short distance off South Cape Henry Light last month with six crew members aboard, still the DUKW of the Virginia Beach lifeboat station was maneuvered close enough to make a complete rescue and to prove once again the valuable versatility of those amphibians.

By use of lines which were thrown to the stranded sailors, and then lashed to their bodies, the men three at a time leaped into the sea and were pulled to safety. Later suffering from their ordeal, the sailors were taken to the Nor-

folk Public Health Hospital by a waiting ambulance at the station.

As the result of pounding seas in a 35-mile-an-hour wind the vessel was a total loss.

CG Academy Commencement Week Exercises Announced

The following program of the sixty-sixth annual commencement exercises to be held this year on 6 June at the Coast Guard Academy at New London has been announced by RADM Arthur G. Hall, Superintendent of the Academy.

Saturday, 31 May: 9 p. m., ring dance.

Sunday, 1 June: 11 a. m., baccalaureate service.

Monday, 2 June:

9:30 a. m., intercompany rowing and sailing competition.

1 p. m., softball game—first class versus officers.

7 p. m., band concert.

8 p. m., evening parade.

Tuesday, 3 June: 9 a. m., competitive infantry drill.

Wednesday, 4 June:

9 a. m., classrooms and laboratories open to cadets and their guests.

9:30 a. m., cadet quarters open to guests.

10:30 a. m., interclass pulling boat race.

11 a. m., picnic for cadets and their guests.

7 p. m., band concert.

8 p. m., evening parade.

9 p. m., informal dance for the graduating class and their guests.

Thursday, 5 June:

9:30 a. m., alumni association business meeting.

10:30 a. m., review of cadet battalion—presentation of intercompany and drill awards.

12:30 p. m., alumni association luncheon for graduating class.

4 p. m., Superintendent's reception for the graduating class and their guests.

9 p. m., formal graduation dance.

Friday, 6 June:

10:45 a. m., (admission by invitation) chapel dedication ceremony.

11 a. m., luncheon for cadets and their guests (underclass cadets).

11:35 a. m., luncheon for graduation class and their guests.

12 noon, Superintendent's luncheon for specially invited official guests.

1:30 p. m., commencement exercises.

7:30 p. m. alumni association dinner dance.

(All times are Eastern standard time)

Service Deaths

Marino, Clare, SD1—19 February, Third District.

Plummer, Charles Albert—(keeper) Lighthouse Service, 6 February, natural (retired).

Smith, Leon Rosencrans—(keeper) Lighthouse Service, 17 February, natural (retired).

Bardwell, George William—(keeper) Lighthouse Service, 19 February, natural (retired).

Sevieri, Louis Joseph, BMC—13 February, heart attack (retired).

Amalu, Samuel A.—(keeper) Lighthouse Service, 28 December 1951, natural (retired).

Hitchcock, William Augustus, MMC—21 February (retired).

Coats, Carl Milton, ENS (R)—23 February, auto accident, COTP, San Francisco.

Allan, Robert, Mach—4 February, natural (retired).

Craig, Joseph Edward, RM2—1 March, asphyxiation, C. G. C. *Aurora*.

Norcross, Horace G.—BOSN (L)—27 February, natural (retired).

Canady, James Carl—Mach, FLHS—21 February, natural (retired).

Johnson, Charles Emil, BOSN—20 February, natural (retired).

Henderson, William Langley, BM1 (L)—4 February, stroke (retired).

Gray, Charles Lemuel (keeper) LHS—15 February, heart attack (retired).



TAKING HONORS AS THE FIRST ROA UNIT to have 100-percent membership in the State of Missouri, ORTUPS 02-225's commanding officer, LCDR Walter H. Schultz (R) receives a national Unit Citation from Major Forrest Carson, USAFR, who made the presentation during open house activities at the Naval Armory in St. Louis. Left to right are LCDR John D. Winn, Jr., District Reserve Director; Major Carson; LCDR Schultz; LT Graham P. Richards, (R) executive officer of the ORTUPS unit.

Use of Port Security Cards Is Now Extended

The Commandant has issued orders to all districts to extend the use of port security cards. These cards as before indicate the bearers have been screened for security and are eligible to have access to restricted water-front facilities and shipping.

The new order extends the issuance of port security cards to eligible people, including masters and operators of fishing vessels, in intermediate and minor ports where it is indicated security clearances may be required in the future.

Inasmuch as only a limited number of

these cards will be issued in each port area it is mandatory that the distribution be such as to insure maximum security.

While applications for cards on a purely voluntary basis, workers not holding cards may only work in unrestricted areas.

The address of the C. G. C. *Courier* is now: Commanding Officer, U. S. C. G. C. *Courier* (WAGR-410), c/o U. S. Naval Station, Navy 188, Fleet Post Office, New York, N. Y.

Defense Bonds Draw Almost 3% Interest.

Review of Legislation for the Serviceman

It must be remembered that the following comment was written as of 1 April:

Military Pay Raise.—Senate Armed Services committee reported H. R. 5715 service pay bill, amended to increase basic pay (including retirement pay) only 3 percent instead of 10 percent over as voted by House, but to increase dependent's allowance up to 30 percent.

Income Tax Exemptions.—H. R. 6051; introduced; to provide that income-tax liability of members of the armed forces who die in active service after 25 June 1950 shall not be assessed.

Home and Farm Veterans Loans.—H. R. 5893 and 6217 (companion bills); introduced; H. R. 5893 reported approved by House Veterans' Affairs Committee; to make additional funds available to Veterans' Administration for direct home and farmhouse loans to eligible veterans, under the Servicemen's Readjustment Act of 1944 (GI bill) as amended.

Unemployment Compensation.—H. R. 6052; introduced; to provide unemployment compensation for veterans who were employed prior to their entry into military service.

Maternity and Infant Care.—H. R. 5871; introduced; to enable the States to make provision for maternity and infant care for wives and infants and hospital care for dependents of enlisted members of the armed forces during the present emergency.

Citizenship for Servicemen.—H. R. 401; passed by House in amended form and sent to Senate for its consideration; would provide that any person not a citizen and regardless of age, who serves with the armed forces on or after 25 June 1950, and not later than 30 June 1955, may be naturalized after compliance with the naturalization laws.

Reserve Obligated Duty.—H. R. 5901, 6046, 6211, and 6297 (all related bills);

introduced; to amend the UMTS Act to provide that certain members of the Reserve component and the National Guard who served during World War II, shall be released from active duty upon completing 17 months' active duty after 24 June 1950.

Reserve Components of Armed Forces.—H. R. 5462, S. 2387; passed previously by House and now introduced in Senate; to supplement the UMTS Act (Public Law 51) and place all Reserve components in equal basis insofar as practical. Provisions call for establishment of a Ready Reserve, Stand-by Reserve and a Retired Reserve in each service, in lieu of present structure. Legislative recommendations concerning (1) the promotion of Reserves and (2) equalization of benefits between Regulars and Reserves are being prepared by the Defense Department for submission to Congress as required by pending bills.

Retirement Review.—H. R. 5996, S. 2420; introduced; to amend the Servicemen's Readjustment Act of 1944, and provide for examination boards to determine, upon application, the physical fitness of members or former members as of the date on which they were separated from the service, and to authorize the individuals concerned to receive benefits for which eligible under laws in effect on the date of their separation.

NSLI Gratuitous Insurance.—H. R. 6005; introduced; to amend certain provisions of NSLI Act of 1940 relating to gratuitous insurance, so as to permit certain servicemen who died or became totally disabled (prior to 3 September 1945) to be considered as having been fully covered by the maximum \$10,000 amount of NSLI insurance.

Branch Post Offices.—House passed, and sent to President, S. 278, allowing branch post offices to be established on military, naval, or Coast Guard reservations.

Reserve Selection Boards Convened 31 March

Four boards convened 31 March to make selections of Reserve officers for promotion to the ranks of captain, commander, lieutenant commander, lieutenant, and lieutenant junior grade. To further the work of these boards, recommendations regarding individual officers in the promotion zones were solicited.

Selections for promotion to captain will be made from commanders whose dates of rank are not later than 1 January 1944; for commander from lieutenant commanders through 20 July 1945; for lieutenant commander from lieutenants through 1 July 1950; for lieutenant from lieutenants junior grade through 19 January 1951; and for lieutenant junior grade from ensigns through 1 April 1949.

The boards will select for each rank the number currently necessary for mobilization requirements. Those selected will be the board's choice as the best qualified in the promotion zone.

It is expected that more Reserve officers will be selected, than can be promoted within the next few months, because a reservist is only promoted when his regular running mate is promoted. To provide a continuing source of qualified officers to fill vacancies, as they may develop, selection must precede promotion, often by several months.

Reserve Aviator Groups Begin Training With Navy

Five groups of Coast Guard Reserve aviators have recently begun training with patrol plane squadrons attached to Reserve Naval Air Stations located in the First, Second, Third, and Fifth Coast Guard Districts. Each is under the charge of the senior Coast Guard aviator of the group.

The five groups and their senior aviators are: Boston, LCDR Francis P. Sweeney, Jr.; New York, LCDR John F.

Beacham, Jr.; Olathe, Kans., LTJG Grant W. Seward; St. Louis, LTJG Clifford F. Zell, Jr.; and Anacostia, D. C., LTJG Kenneth C. Ziegfeld.

Other Coast Guard Reserve aviation personnel in these areas who desire to train with these groups are encouraged to get in touch with the senior aviators.

Reserve Reg Amendments Clarify Training Status

Much-needed clarification of the types of Reserve training and authority to establish minimum training requirements were achieved recently when the Secretary of the Treasury signed a group of amendments to chapter 5 of Coast Guard Reserve Regulations.

The amendments set up and define seven categories of training instead of the former inadequate "training duty with pay" and "training duty without pay." The new categories include these two plus the following: "Regular drills"; "appropriate duty"; "equivalent instruction or duty"; "group training"; and "annual training duty." This new terminology is expected to make it much easier to classify the various types of training, and therefore easier to understand what is or is not acceptable as training.

The new amendments also give the Commandant authority to prescribe minimum training requirements and minimum standards of performance with the approval of the Secretary of the Treasury. These requirements and standards are now in process of preparation. When issued they will set forth what a reservist must do to qualify for retention on the active status list. They will also tell him what he will have to do to be restored to active status in case he has been transferred to the inactive status list. In addition, they will spell out what he must do in the way of training before his name can be submitted to a selection board which would consider him for promotion.

Reservists Urged To Keep Their Addresses Current

Numerous reservists are failing to receive their mail, and both Headquarters and the District Offices are having difficulty keeping their records correct because of the failure of these reservists to comply with the provisions of Reserve Regulations regarding residence and address changes.

Two articles in Reserve Regulations deal particularly with matters related to the whereabouts of reservists. One is article 1603 which requires a reservist to request permission to leave the United States or its possessions. District commanders are authorized to approve these requests.

Article 1602 requires each reservist on inactive duty to report any change of his official residence to Headquarters via his district commander.

New ROs Get Notice of Required Courses

Reserve officers commissioned within the past year, who agreed on accepting their commissions to complete correspondence courses as directed by the Commandant, are being furnished, through a Reserve circular, with a list of Naval Correspondence Courses from which they will meet their requirements.

Until called to active duty, each officer in this category is required, beginning in fiscal 1953, to complete courses totaling 24 retirement points. In the remainder of fiscal 1952 he must earn 12 points.

Some of the courses are required and others optional. At least 12 of the points earned per year must be in required courses.

The largest groups of courses are: basic and general, deck, engineering, aviation, and supply. There are also courses in electronics, civil engineering, law, and military sea transport.

The Reserve circular gives titles and numbers of individual courses and points assigned to each. Additional descriptions of the courses can be found in the

Catalog of Officer Correspondence Courses, NAVPERS 10800, which district directors of Reserve have been advised to procure.

Other officers desiring to complete naval correspondence courses to earn retirement points will also be able to make selections from this list.

Reserve Security Trainees Receive Practical Experience

Practical experience in the Port Security duties will be given members of Port Security Organized Reserve Training Units. When they are called up as units for 2 weeks of active duty for training they will put in practice the material they have been studying at their weekly drill sessions throughout the past year.

Units from the First, Third, and Fifth Districts will train at Ellis Island, N. Y.; those from the Ninth at Cleveland, Ohio; the Second, Seventh and Eighth at New Orleans, La.; the Eleventh at Terminal Island, Calif.; the Twelfth at Alameda, Calif.; and Thirteenth at Seattle, Wash.

At all locations except Cleveland, the first units reported 6 April. Training at Cleveland will begin 18 May. At each location ORTUPS will follow each other in 2-week training groups, continuously from the opening date until all units have completed the program.

About 2,700 men and 270 officers, comprising 36 ORTUPS will receive this training. This includes all ORTUPS organized before 1 October 1951.

General plans for the training program have been prepared at Headquarters and issued as a Reserve Port Security Training Guide. These plans will be supplemented at each location according to the facilities available.

The training will include experience aboard cargo vessels so as to become familiar with the construction and terminology of this type of ship and to study cargo-handling operations and explosives loading. Tankers will be visited for training in the duties of tanker loading supervision.

Pier and water-front facilities will be

visited to familiarize the trainees with their construction, and to furnish practical problems in antisabotage operations. Water front and harbor fire-fighting equipment will be used in the training.

Other features scheduled are practical training in merchant vessel seamanship and small boat handling, shipboard practice in sending and receiving semaphore, and range practice with the caliber .45 pistol.

Coast Guardsmen To Get Armed Forces Reserve Medal

Coast Guard personnel whose service in the Reserve meets the requirements, are eligible to receive the Armed Forces Reserve Medal, now being awarded to members of the other armed services. Awards to Coast Guard personnel will be made as soon as Coast Guard Regulations governing the awarding of the medal have been approved.

To be eligible for the medal, a person must have had "service as an active member of the Reserve components of the Armed Forces of the United States, including the Coast Guard Reserve and the Marine Corps Reserve, for a period of 10 years, not necessarily consecutive, provided such service was performed within a period of 12 consecutive years."

The section of Coast Guard Regulations dealing with medals and awards is currently under revision. When this revision is promulgated it will contain regulations for awarding the Armed Forces Reserve Medal which are being drafted to approximate closely those adopted by the Navy.

The obverse side of the medal is the same for all services, the reverse a replica of the Coast Guard emblem.

New Films Recommended For Use by Reserve VTU's

Among new Army and Navy films recently reviewed by the Reserve Division at Headquarters, the following are par-

ticularly recommended for use by Reserve Volunteer Training Units:

MN 6707	Beachhead Secured—14 minutes—sound—nonclassified
MN 6772	Cold Weather Operational Problems—16 minutes—sound—RESTRICTED
MA 69626	Armed Forces Information Film No. 7 "Serving the Nation"—15 minutes—sound—nonclassified
NA 69621	Armed Forces Information Film No. 9 "Armed Forces of the U. S. A."—22 minutes—sound—nonclassified
MN 7283	The Fighting Lady Speaks—10 minutes—sound—nonclassified

Some Officers May Take Management Courses

"Emergency Management of the National Economy" is a correspondence course issued by the Industrial College of the Armed Forces which is open to a select group of qualified officers, Reserves as well as Regulars.

In general, officer applicants should be in the grade of LCDR and above, although lower ranking officers who are unusually well qualified may apply. Specially qualified civilians are also eligible.

Qualifications for officer applicants, in addition to the above are:

- (a) Have a college education or equivalent, preferably a baccalaureate degree in economics.
- (b) Have completed certain major courses of high level in own service, or Field Economic Mobilization course.
- (c) Possess certain military occupational qualifications allied to the field of economics.

Reserve officers completing the course receive 48 credit points for retention, retirement, and promotion, which are distributed among the parts of the course as follows: Vol. I, 9; Vol. II, 10; Vol. III, 8; Vol. IV, 11; Vol. V, 5; Vol. VI, 5.

Applications for enrollment are to be forwarded via channels to the Commandant (PTP).

Seven New Units Begin Organized Reserve Training

Seven new Organized Reserve Training Units have been established since the first of the year, five of them Vessel Augmentation (ORTUAG) and two Port Security (ORTUPS).

The new ORTUAG and their commanding officers are: Wheeling, W. Va., LCDR George G. Bailey; St. Paul, Minn., LT John H. Nipp; Chicago, Ill., LCDR A. I. Sobel; Miami, Fla., LCDR Richard Goodhart.

New ORTUPS and their commanding officers are: Hyannis, Mass., LCDR W. P. Swift; Atlanta, Ga., LCDR W. G. Malsie.

Active Duty RO's Asked for Flight Training

Applications for flight training are asked of Reserve officers on active duty according to ALDIST 5 circulated 16 January.

Stating that the maximum age is 26 years and that applicants must comply with the requirements of Personnel Circular 43-51 in regards a flight physical examination and aptitude tests, the Circular states that the course is approximately of 15 months' duration with convening dates 24 February and monthly thereafter.

Trainees are obligated for 4 years service following completion of course unless otherwise released by the Commandant.

Training will be undertaken at the Pensacola Naval Air Station where fixed wing aircraft will be used.

Invest In Your Future—Buy Defense Bonds—\$6.25 a month in Bonds Saves Over \$300 in 4 Years.

Service Deaths

THREADGILL, EBERT—MACH (Ret), 9 Jan.—Lost at sea.

MILLER, ROBERT S.—LTJG (Ret), 10 Jan.

FUSAG, PORTUNATO—ST3c (Ret), 19 Jan.

BRINKLEY, CARLIN L.—CDR (Ret), 22 Jan.

SMITH, GROVER D.—ADC, 10 Feb.—Accident, CGAS, Elizabeth City.

L'ESPERANCE, JOSEPH M.—CEM (Ret), 30 Jan.

JOACHIMS, ARTHUR—CDR (Ret), 14 Feb.

The 1951 *Tide Rips*, official yearbook of the Coast Guard Academy, shared honors with another college publication to win an "All American" rating by the National Scholastic Press Association in its judging of 31 yearbooks of similar class entered in the 1951 national contest.

The 1951 *Tide Rips* staff was: Charles E. Martin, editor; Marion L. Weiss, business manager, and Kermit R. Meade, advertising manager.

Still more novel uses of the helicopters' rotor air blast are being recorded from time to time. One of the latest and by an HO3S was when such a craft answered a distress report from the Salem Air Station by police that a small lobster boat was disabled off Singing Beach and its occupants were calling for help. When the aircraft arrived at the scene, the small boat stood about 100 yards off the beach. Noting that a mooring post was not far from the troubled craft, the pilot of the helicopter used the rotor's air blast to blow it to the mooring. Then he dropped a message block to advise the boatmen that a CG picket boat was enroute from Gloucester to take them in tow.

In the Line of Duty . . .

FEBRUARY 18, 1952.

Capt. F. A. LEAMY,
Commander Eighth Coast Guard District,
New Orleans, La.

DEAR CAPTAIN LEAMY: We wish to express our appreciation for the invaluable assistance rendered by the Coast Guard last week, when you located the barge, BT-104, which went adrift when the towline on our tug, "John Hope," parted the night of February 14.

Had it not been for the very prompt and efficient service rendered by you we would have undoubtedly suffered a great loss in time and expense. The fact that both were held to a minimum is directly attributable to the interest and efficiency displayed by your entire personnel.

Please accept our heartfelt thanks for everything, and if we can ever reciprocate in any way we would consider it a favor if you would call on us. We don't feel we even mind paying income tax now as long as you are getting the appropriation you should!

Yours very truly,

JACKSON-HOPE TOWING CO., INC.,
(S) By H. C. JACKSON, Vice President.

3 FEBRUARY 1952.

To: *Commander, Thirteenth Coast Guard District:*

1. On the night of 19 January 1952 an SB-17, AF5746, of Flight "C" 4th Air Rescue Squadron, was listed missing while returning from Sandspit Airport, Queen Charlotte Islands, B. C., where it had been assisting in the search for survivors of the MATS chartered DC4. At approximately 2130 our rescue control center requested assistance of the 13th CG District, which was quickly granted.

2. At approximately 1000 PST 20 Jan. 1952, the wreckage of the SB-17 was sighted by a searching C46 from McChord AFB. A CG PBY searching nearby alerted the Port Angeles Air Station to dispatch an HO4S to the incident area. At 1115 PST the aircraft entered the incident area accompanied by a Second Coast Guard PBY, who assisted the HO4S in locating the hard to spot crash. LCDR Gordon H. McLane demonstrated extreme skill and judgment in handling the HO4S when he landed in a very deep and soft snow at the crash site which was at approximately 4,700 feet altitude, thereby making helicopter operation critical due to the high altitude and lack of adequate space required for normal landing and take-off. He then evacuated the injured personnel under adverse weather conditions, making repeated flights into the dangerous terrain until the mission was accomplished, completing a total of 11 flying hours on the mission.

3. I wish to extend to LCDR MacLane, LTJG C. E. Miller, HM Wesley H. Mount and Clifford Taylor and the men who participated in, and made possible the expeditious rescue and evacuation of the survivors, and thereby averting other possible casualties, the sincere and deep appreciation of myself, the officers and men, and families of this organization.

(S) LEONARD H. BURGESS,
Major, USAF, Commanding,
Flight "C", 4th Air Rescue Squad,
ARS-MATS, McChord AFB, Washington.

Historical Supplement . . .

(Reprints from "THEY HAD TO GO OUT")

EDITOR'S NOTE.—Many requests for this monograph written by the Historical Section of the Public Information Division at Headquarters have been received of late. Filling these requests is depleting the small supply. Consequently more will be printed if the number of requests warrants this. If you should like one, please send your request to: The Editor, Coast Guard Bulletin, Public Information Division, United States Coast Guard Headquarters, Washington 25, D. C.

Part IV 1876 to 1918

The Life Saving Service, 1785-1915

In 1785 there was organized the Massachusetts Humane Society patterned after the Royal Humane Society of England which dated from 1774 and followed a broad policy of relief to persons on distressed vessels. This organization established the first lifeboat station at Cohasset, Mass., in 1807. Boats were manned on a voluntary basis just as a volunteer fire departments function in many towns today.

It was not until 3 March 1847, that Congress made the first \$5,000 appropriation for saving of life from shore, and this, after 2 years had elapsed, was turned over to the collector of customs at Boston to be used in acquiring boathouses and equipment on Cape Cod for the Massachusetts Humane Society. After a series of wrecks on the coasts of Long Island and New Jersey, totaling some 300 in 9 years, an appropriation of \$10,000 was made in 1848 for the purpose of "providing surf boats, rockets, and caronades, and other apparatus for the better preservation of life and property from shipwrecks on the coast between Sandy Hook and Egg Harbor." The funds were expanded in cooperation with insurance underwriters under supervision of the captain of the Revenue-Marine Service and eight boathouses, each about 16 by 28 feet, were constructed. These were the first stations built with Federal funds. One still stands at Spermaceti Cove on Sandy Hook, N. J. During the following year, 1849, 14 more boathouses were provided by congressional funds along the New Jersey and Long Island coasts, the latter being spent under the direction of the Life-Saving Benevolent Association of New York. Following this, more boats and equipment were provided by Congress to be used by volunteers, but there was no accounting for the property furnished. After the boathouses were built and equipped by the Government, its responsibility ceased. Then in 1854 the appointment of keepers at \$200 per year was authorized and more appropriations made for the support of stations. Improvements, made as a result of reports made by officers of the Revenue Marine Service, were spasmodic and temporary. Finally in 1871, Congress authorized the Secretary of the Treasury to employ experienced surfmen at these stations for such periods as he deemed proper. A governmentally supervised system began to take the place of the loosely administered volunteer system.

In an article on "Life Saving Stations" by Rebecca Harding Davis in Lippincott's Magazine, vol. XVII, p. 305 (1876), an interesting light is shed upon the forces which must have motivated the continuing interest of Congress in providing funds for these stations. These forces were influenced by what were known as the "Jersey wreckers." Asked about the operations of the Barnegat pirates in old times by drawing vessels ashore by false lights and plundering the shipwrecked people,

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a fisherman replied: "Well, Sir, them stories is unjust, the men as it called Barnegat pirates are not us fishermen—never were; they're from the main-collers and sech—as come down to a wreck, and they will have something to keery home when they're kept up all night. They do their share of stealin', I'll confess; but from Sandy Hook to Cape May it's innocent to what is done on Long Island. No man or woman was ever robbed on this beach till they was dead. Of course, I don't mean their trunks and sech, but not the body. The Long Islanders cut off fingers of living' people for rings, but the Barnegat man never touch the body till it's dead, no sir."

As a result of congressional action, the Lifesaving Service was set up within the Revenue Marine Service, of which Sumner I. Kimball was chief in 1871. Kimball received \$200,000 from Congress, or 10 times as much as had before been appropriated for lifesaving. More stations were built and by 1874, they extended to many New England points, to the southern part of the Atlantic coast, to the Great Lakes, and the Pacific coast. Lifesaving medals were authorized, personnel reorganized, beach patrols and signals introduced, and the technique of using the breeches buoy developed. Regular inspection and reconditioning of equipment was provided for, masters of American ships were required to notify the collectors of customs at their home districts of the nature and probable cause of casualties involving loss of life, serious personal injury, or substantial loss of property.

In 1870 the service was established as a separate bureau in the Treasury Department with a general superintendent of its own. Kimball left the Revenue Marine Division to become head of the Lifesaving Service on its formal establishment and served continuously until the act of 18 January 1915, again consolidated the two services to form the Coast Guard. While the services were separated, provision was made for the inspection, drilling, and disciplining of crews of lifesaving stations by officers of the Revenue Cutter Service and in 1904 as many as 14 officers of the Revenue Cutter Service were on duty with the Lifesaving Service. The efficiency of the Lifesaving Service at that time was attributed, in fact, in all that related to its technical features, to the energetic and capable officers of the Revenue Cutter Service who had made the inspections, formulated the drills, and practiced and drilled the lifesaving crews.

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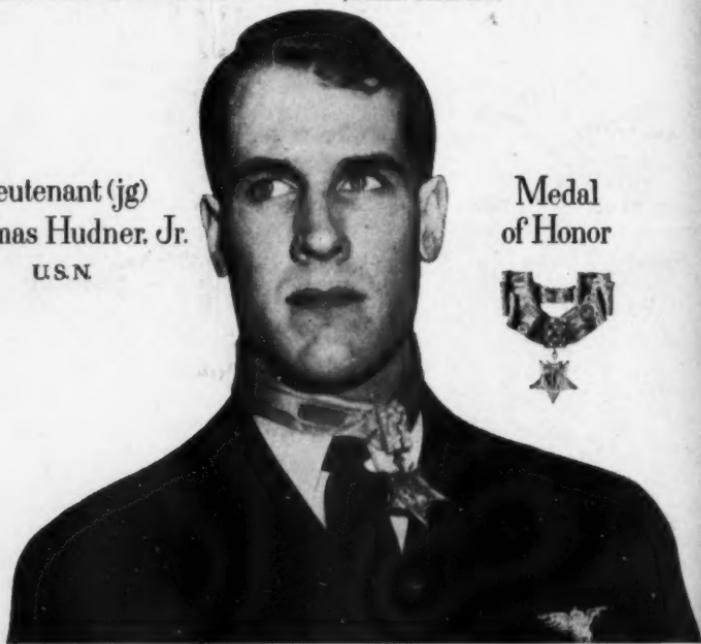
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D: all (1 ea).
List 118.

IT WAS A BRIGHT EARLY DECEMBER DAY and Lieutenant Hudner was flying a Korean combat mission alongside another plane piloted by Ensign Jesse Brown. A burst of flak caught the ensign's plane and he went spinning down, aflame. Lieutenant Hudner then deliberately crash landed near his flame-trapped shipmate. He radioed for help, after which he fought to keep the fire away from the fatally injured ensign until a rescue helicopter arrived. Today Lieutenant Hudner says:

"Maybe if America had been strong enough to discourage aggression two years ago, my friend, Jesse Brown, might be alive right now. So might thousands more of our Korea dead.

Lieutenant (jg)
Thomas Hudner, Jr.

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